



REPLY TO
ATTENTION OF

**DEPARTMENT OF THE ARMY
PITTSBURGH DISTRICT, CORPS OF ENGINEERS
WILLIAM S. MOORHEAD FEDERAL BUILDING
1000 LIBERTY AVENUE
PITTSBURGH, PA 15222-4186**

12 February 2014

MEMORANDUM FROM: U.S. Army Corps of Engineers, Pittsburgh District, Operations Division, William S. Moorhead Federal Building, 1000 Liberty Avenue, Pittsburgh, PA 15222-4020

FOR: Waterways Association of Pittsburgh, P.O. Box 534, Lyndora, PA 15045

SUBJECT: Items of Interest to Navigation, February 19, 2014

1. LOCK CLOSURES AND DELAYS

Ohio River

- **Hannibal L/D, Pike Island L/D, New Cumberland L/D** – Intermittent closures up to 4 hours in duration may be experienced August 2013 through April 2014 while the interlock controls systems are replaced. Closures will be during daylight hours only. Reference: Navigation Notice 13-35.
- **Pike Island L/D** - The USACE Repair Fleet will be working in the primary 110-ft x 1,200-ft river lock chamber replacing miter gate machinery parts and components. This twenty-five day closure is scheduled to begin at 12:00 A.M. on March 3, 2014 and be completed by 12:00 P.M. on March 27, 2014. The primary 110-ft x 1,200-ft lock chamber will be closed to navigation and all river traffic will be passed through the 110-ft x 600-ft auxiliary lock chamber. During the closure of the primary lock chamber, intermittent closures of up to four (4) hours may be necessary in the 110-ft x 600-ft auxiliary lock chamber. Double lockages will be the maximum acceptable tow during the closure period of the large lock chamber. Reference: Navigation Notice 14-02.
- **New Cumberland L/D** - The USACE Repair Fleet will be working in the primary 110-ft x 1,200-ft river lock chamber installing new floating mooring bits with steel extensions at four locations. This twenty-six day closure is scheduled to begin at 12:00 A.M. March 31, 2014 and be completed by 12:00 P.M. on April 25, 2014. The primary 110-ft x 1,200-ft lock chamber will be closed to navigation and all river traffic will be passed through the 110-ft x 600-ft auxiliary lock chamber. During the closure of the primary lock chamber, intermittent closures of up to four (4) hours may be necessary in the 110-ft x 600-ft auxiliary lock chamber. Reference: Navigation Notice 14-03.

- **Dashiels L/D** – A contractor for USACE will be performing saw cutting operations in the 110-ft x 600-ft primary lock chamber. This work will be performed on the land and middle walls upstream of the upper miter gates. This preparatory work is needed to facilitate the installation of a new upstream maintenance closure system. The work is expected to start sometime in early March and be completed on or about May 12, 2014. The 110-ft x 600-ft primary lock chamber will remain open to navigation. Intermittent closures of the primary lock chamber of up to four (4) hours should be expected. In addition, the primary lock chamber may be closed up to eight (8) hours to facilitate the saw cutting and dive operations for a maximum of two times per week. The 56-ft x 360-ft Auxiliary Lock Chamber will remain open to navigation with no restrictions. Reference: Navigation Notice 14-05.

Monongahela River

- **Maxwell L/D** - The river lock chamber at Maxwell L/D is out of service until further notice. This unscheduled lock closure is the result of a navigation accident that happened early Thursday morning on October 31, 2013. Reference: Navigation Notice 13-43.

Allegheny River

- **Locks 5 thru 9** – Effective 12 FEB 2014, these locks are **unavailable for service** due to significant ice formations on the river. Reference: Navigation Notice 14-04, Revision No. 2

Allegheny L/D 5, Allegheny River Mile 30.4

Allegheny L/D 6, Allegheny River Mile 36.3

Allegheny L/D 7, Allegheny River Mile 45.7

Allegheny L/D 8, Allegheny River Mile 52.6

Allegheny L/D 9, Allegheny River Mile 62.2

2. OTHER ITEMS OF INTEREST

Ohio River

- **New Cumberland L/D, Hannibal L/D** – To help clear the lock approaches of ice and aid in the movement of marine traffic, bulkheads have been set in the 110-ft x 600-ft land lock chambers. The land lock chambers will be closed to marine traffic while the bulkheads are in position. All traffic will be locked through the 110-ft x 1200-ft river lock chamber during this time period. It is anticipated that the bulkheads will remain in the land lock chambers until mid to late February, 2014. Reference: Navigation Notice 14-01.

- **Pike Island L/D** – A temporary Lockmaster is in charge for the former Lockmaster who retired. Mr. Willie J. Maynard, from New Cumberland L/D, is in charge until a permanent replacement is hired. He may be reached by telephone at (304) 277-2127 or via email at willie.j.maynard@usace.army.mil
- **New Cumberland L/D** - A temporary Lockmaster is in charge of the project while Mr. Maynard is re-assigned to Pike Island L/D. Mr. David A. Porter is in charge until Mr. Maynard returns. He may be reached by telephone at (740) 537-9480 or via email at david.a.porter@usace.army.mil

Miscellaneous

- Notice is hereby given that the USACE Pittsburgh District will no longer send Notices to Navigation Interests by e-mail. USACE will continue to send electronic version of Notices to Navigation Interests to United States Coast Guard (USCG) and the Waterways Association. In order to view these notices, readers must access the USACE Pittsburgh District web page at:

<http://www.lrp.usace.army.mil/missions/NavigationNotices.aspx>

- River Navigation Charts are available by calling the Government Printing Office Book Store at 866-512-1800.

3. RECOMMENDED INTERNET SITES

- Daily Navigation Conditions: www.lrd-wc.usace.army.mil/text/pitrpti.txt
- Current River Conditions: <http://wmw.lrp.usace.army.mil>
- District Navigation Notices: www.lrp.usace.army.mil/or/or-f/navrpt.htm
- LPMS Public Web Site: <http://corpslocks.usace.army.mil/>

/signed/

RICHARD C. LOCKWOOD
Chief, Operations Division